INSTRUCTIONS

VIBRATION DAMPER
GE 7FDL12 DIESEL ENGINE

DESCRIPTION

The vibration damper, shown in Fig. 1, is a sealed device mounted on the free-end of the crankshaft. It contains a free-floating flywheel suspended in a silicone fluid; its function is to dampen and control engine torsional vibrations. (See NOTE.)

NOTE: ***The vibration damper should be renewed at the time of engine reconditioning as stated in TAB RM-2, INSPECTION AND MAINTENANCE. A faulty vibration damper may cause crankshaft breakage.***

REMOVING DAMPER

NOTE: ***The vibration damper must be handled very carefully to prevent it from becoming damaged. Nicks, dents, or any distortion of the outer surfaces may cause improper operation of the damper because of its close internal clearances.***

1. Remove the mounting bolts and washers from the dowel pins.
2. Jack the dowels out by using a suitable pipe spacer and 3/4 in.-16 bolt screwed into the dowel.
3. Remove the spacer ring and carefully lift the vibration damper off the shaft. Use vibration damper lifter, Part 147X1666, for handling damper.

INSTALLING DAMPER

1. Thoroughly clean the dowel hub and the free-end of the crankshaft.
2. Using vibration damper lifter, Part 147X1666, carefully mount the vibration damper on the crankshaft and align the match marks on the damper to the marks on the crankshaft. (See NOTE in REMOVING DAMPER section.)

*Revisions are indicated by marginal bars.

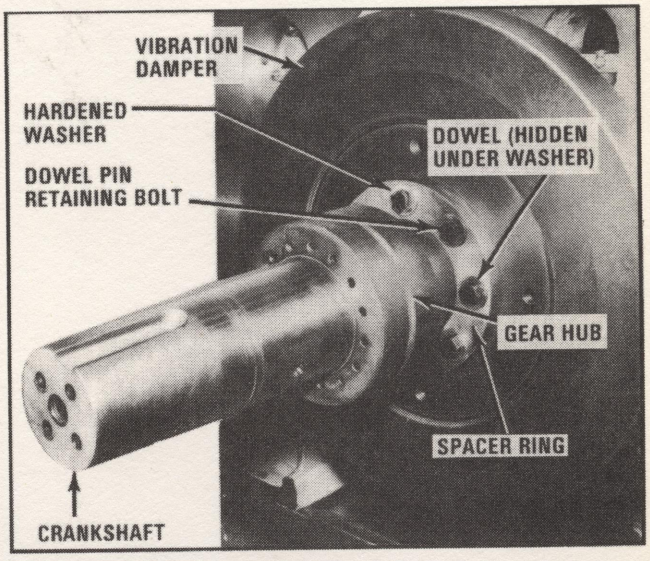

FIG. 1. VIBRATION DAMPER WITH GEAR HUB IN PLACE.

FIG. 1, E-14942A

3. Place the spacer ring on the shaft and align the dowel holes.
4. Insert the dowels (with their chamfered end leading). Using a 3/4 in.-16 bolt threaded into the dowel pin, to drive against, drive the dowels in until seated.
5. Place a hardened washer on each dowel-pin retaining bolt and thread the bolt and washer through the dowel pin and into the crankshaft.
6. Tighten the dowel-pin retaining bolts to the specified torque value. See DATA.

NOTE: ***The vibration damper should be mounted with the flat side away from the mounting flange on the crankshaft.***

DATA

Torque Value, Vibration Damper Bolts . . . . . 190-200 lb.-ft. (257-271 N·m)

These instructions do not purport to cover all details or variations in equipment nor to provide for every possible contingency to be met in connection with installation, operation or maintenance. Should further information be desired or should particular problems arise which are not covered sufficiently for the purchaser's purposes, the matter should be referred to the General Electric Company.

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